

Article 2: Overlay Zones

Division 11: Urban Village Overlay Zone

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§132.1101 Purpose of the Urban Village Overlay Zone

The purpose of the Urban Village Overlay Zone is to provide regulations that will allow for greater variety of uses, flexibility in site planning and development regulations, and intensity of land use than is generally permitted in other Citywide zones. The intent of these regulations is to create a mix of land uses in a compact pattern that will reduce dependency on the automobile, improve air quality, and promote high quality, interactive neighborhoods. Urban villages are characterized by interconnected *streets*, building entries along the *street*, and architectural features and outdoor activities that encourage pedestrian activity and transit accessibility. The regulations of this division are intended to be used in conjunction with the Transit-Oriented Development Design Guidelines of the Land Development Manual and the applicable *land use plan*.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§132.1102 Where the Urban Village Overlay Zone Applies

- (a) This overlay zone may be applied as part of a *land use plan* implementation program or at the request of an *applicant*.
- (b) Table 132-11A shows the sections that contain the supplemental regulations and the type of permit required by this division, if any, for specific types of *development* proposals in this overlay zone.

Table 132-11A
Urban Village Overlay Zone Applicability

Type of <i>Development</i> Proposal	Supplemental Development Regulations	Required Permit Type/ Decision Process
Any <i>development</i> within this overlay zone	See Sections 132.1103-132.1110	Site Development Permit/ Process Three

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§132.1105 Required Land Uses and Site Plan Standards for Urban Villages

Each urban village shall include a mixed-use core component, a residential land use component, and a public land use component as described in this section. The minimum percentage of the *development* site that is required to be devoted to each component is provided in Section 132.1106.

(a) Mixed-Use Core Component

- (1) The mixed-use core shall contain public, commercial, and residential uses centrally located within the project area. It should be the most intensely developed component of the urban village.
- (2) Residents, employees, and transit users should be able to easily walk or bike to the jobs, stores, and service providers located in the mixed-use core. Retail uses similar to those permitted in the mixed-use core should not be permitted outside of the core area. Residential uses may be in separate buildings or over commercial uses in the same building.
- (3) The size and mix of uses in the core area may vary depending on the size, location, and overall function of the urban village in the community and the region.

(b) Residential Land Use Component

The residential land use component shall include a mix of housing densities, ownership patterns, and cost and building types. Residential units should be located so that the higher *density* units are closer to transit stops than the lower *density* units. Townhouses and courtyard housing should be used as a transition between commercial areas and lower *density* residential areas.

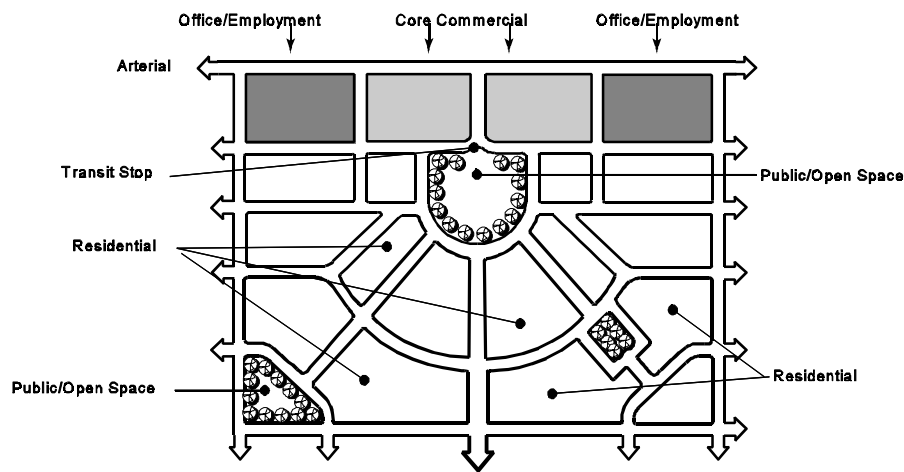
(c) Public Land Use Component

- (1) The public land use component shall include parks, plazas, squares, town halls, and other community facilities that are open to the public and that contribute to the civic or recreational life of the community. Public uses may be publicly or privately owned.
- (2) Public uses shall be the focus of the urban village and should be located next to public *streets*, residential areas, and retail uses. The edges of outdoor public spaces should be clearly defined by adjacent *streets*,

sidewalks, street trees, and building frontages. Adjacent residences and businesses should have opportunities for views into the public areas.

- (3) Remnants of land on the fringes of the urban village shall not be used to satisfy the public use requirement. See Diagram 131-11A.

Diagram 132-11A
Conceptual Urban Village Site Plan



(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§132.1106 Land Use Mix for Urban Villages

The minimum percentage of the proposed *development* site that is required for each land use component is shown in Table 132-11B. Areas of the site that are required for *public rights-of-way* and portions of the site that can not be developed because of environmentally sensitive resources shall not be included in the calculation of the percentage of the site that is devoted to each use. The percentages listed do not preclude additional uses on upper *floors*. The balance of the site area may be developed as commercial, residential, mixed use, open space, or public use as needed to implement the applicable land use plan.

Table 132-11B
Urban Village Land Use Mix

Minimum Land Use Mix	
Land Use Component	Minimum Percentage of <i>Development Site</i>
Mixed-Use Core	10 percent
Residential Land Use	20 percent
Public Land Use	10 percent

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§132.1107 Residential Development Regulations for Urban Villages

- (a) *Density.* The combined mixed-use core and residential components of the urban village shall have an average *density* of at least 18 dwelling units per net acre. Maximum permitted *density* shall be determined by the base zone regulations. A 10 percent *density* bonus over the base zone *density* may be permitted for projects located within 2,000 feet of an existing or planned light rail transit station or other trunk transit line station, unless stated otherwise in the applicable *land use plan*.
- (b) *Design.* To improve the human scale of the *street*, single-unit homes shall be designed so that the front door to each home is closer to the *street* than the garage door.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§132.1108 Mixed-Use Core Development Regulations for Urban Villages

- (a) *Floor Area Ratio, Height, and Coverage.* The *floor area ratio*, height, and coverage requirements shall be determined by the base zone. A *floor area ratio* bonus of 0.5 and a height bonus of one story over the maximum specified in the base zone may be permitted for projects located within 2,000 feet of an existing or planned light rail transit station or other trunk transit line station, unless stated otherwise in the applicable land use plan. The height bonus shall not apply in the Coastal Height Limit Overlay Zone.
- (b) *Street Orientation.* Commercial and mixed-use buildings shall be oriented so that functional pedestrian entrances face the *street* and parking areas are located underground or to the rear or side of the building.

- (c) **Pedestrian Paths.** Pedestrian paths shall be provided to connect commercial building entries with adjacent *streets*, uses, and parcels. Pedestrian paths should be visually distinguishable from other hardscaping and should be separated from parking areas by wheel stops, curbs, landscaping, or other physical barriers, except when crossing driveways or aisles.
- (d) **Transparency.** Along predominantly retail *streets* in the mixed-use core component, a minimum of 50 percent of the *street wall* area between 3 and 10 feet above the sidewalk shall be transparent, with clear glass visible into a commercial or residential use. Windows or other transparent materials that provide visibility into a garage or similar area shall not be used to meet the minimum transparency requirement.
- (e) **Building Articulation.** *Building facades* shall be varied and articulated to provide visual interest to pedestrians. This can be accomplished by incorporating offsetting planes, changes in wall texture and color, special architectural elements, plazas and courtyards, and trees and vines into the design of the buildings.
- (f) **Parking.** The parking regulations in Chapter 14, Article 2, Division 5 permit a reduced parking ratio for urban village *development*. The *shared parking* requirements in Section 142.0545 should also be used when they can further reduce the required amount of parking.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§132.1109 Street and Sidewalk Regulations in Urban Villages

- (a) **Street Pattern.** The layout of the *street* system shall be in a grid pattern or modified grid pattern, emphasizing interconnected *streets* and the ability to reach local destinations without crossing major *streets* or primary arterials. It is desirable to have *streets* with block faces of 400 feet in length or less. The use of *alleys* is encouraged. Where possible, *streets* should frame vistas of the mixed-use core, public buildings, parks, and natural features.
- (b) **Street Trees.** The design of the *public right-of-way* should provide for planting street trees adjacent to the curb in planting strips or tree grates, as appropriate.
- (c) **Street Width.** The number and width of travel lanes should be reduced to the extent feasible in accordance with the Street Design Standards of the Land Development Manual.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)

§132.1110 Phasing of Urban Village Development

- (a) **Development Phasing Plan Required.** For any urban village that is proposed to be constructed in phases, the *applicant* shall submit a *development* phasing plan that specifies the chronology of *development* including required land use components, *structures*, public facilities, and infrastructure. Projects shall be phased so that supporting public facilities and infrastructure will be provided concurrent with their need and completed before occupancy of the *structures*.
- (b) **Public Area Reservations and Development.** Public plazas, squares, halls, and other areas used to satisfy the public use component of the urban village shall be reserved concurrent with the initial phase of *development*. These reserved areas shall be developed concurrent with any abutting *development*.
- (c) **Commercial Component Phasing.** If the applicable *land use plan* indicates that the community lacks commercial uses, the decision maker shall apply conditions on the phasing of commercial uses so that some portion of the commercial component will be provided before completion of the residential component.

(Added 12-9-1997 by O-18451 N.S.; effective 1-1-2000.)